HOLIDAY EXCURSIONS

ONE AND ONE-THIRD FARE FOR THE BOUND TRIP to all stations on the BIG FOUR. Also to principal points on the BALTIMORE & OHIO SOUTHWESTERN; CHESAPEAKE & OHIO; CHICAGO & WEST MICHIGAN; CHICAGO & GRAND TRUNK; CINCINNATI, NEW ORLEANS & TEXAS PACIFIC:

CINCINNATI, NEW ORLEANS & TEXAS POLIFIC:
CLEVELAND, LORAINE & WHEELING;
EVANSVILLE & TERRE HAUTE;
GRAND RAPIDS & INDIANA;
JACKSONVILLE SOUTHEASTERN LINE;
LAKE SHOBE & MICHIGAN SOUTHERN;
LOUISVILLE, EVANSVILLE & ST. LOUIS;
LOUISVILLE & NASHVILLE;
OHIO & MISSISSIPPI;
OHIO SOUTHERN;

OHIO SOUTHERN;
PEORIA, DECATUR & EVANSVILLE;
ST. LOUIS, ALTON & TERRE HAUTE;
TOLEDO, COLUMBUS & CINCINNATI;
TOLEDO, PEORIA & WESTERN;
WABASH, and other lines.
Tickets will be sold Dec. 24, 25, 26 and 31, 1892,
and Jan. 1 and 2, 1893. All good returning until
Jan 3, 1893.

Jan 3, 1893.

For tickets and full information call at the Big 4 offices, No. 1 East Washington street, No. 36 Jackson place, Massachusetts avenue and Union Station.

H. M. BRONSON, A. G. P. A

HOLIDAY RATES

FOR THE ROUND TRIP. Good to return until Jan. 3, 1893. They will also sell at same rate to points on following roads: BALTIMORE & OHIO.
BALTIMORE & OHIO.
BALTIMORE & OHIO SOUTHWESTERN.
CHICAGO & ERIE.
CHESAPEAKE & OHIO.
CINCINNATI SOUTHERN.
CINCINNATI, JACKSON & MACKINAW.
CINCINNATI, JACKSON & MACKINAW.
CINCINNATI, LEBANON & NORTHERN.
CINCINNATI, PORTSMOUTH & VIRGINIA.
FLINT & PERRE MARQUETTE.
LOUISVILLE & NASHVILLE.
NEW YORK, PENNSYLVANIA & OHIO.
TOLEDO, ANN ARBOR & NORTH MICHIGAN
WHEELING & LAKE ERIE.

Further information at City Ticket Offices, corner lines street and Kentucky avenue, 134 South inois street and Union Station. H. J. RHEIN, General Agent.

DIRECTORS FLANNER & BUCHANAN

Lady Attendant. Free Ambulance Only White Team in City. ELEPHONE 641, OR TAKE ELCTRIC CARS

CHAPPED HANDSP ROUGH SKINP

For 25 cents you can get a bottle of

Potter's Arnica Limequince, combining Arrica with the choicest juice of Limes, and other well-known healers. Pronounced by ladies the most acceptable preparation they ever used. Gloves after using. Prepared only by r. C. POTTER, Pharmacist, corner Pennsylvania and North.

Sent by mail on receipt of price.

Stockholders' Meeting.

Notice is given that the stockholders of the Indiana Insurance Company, of Indianapolis, Indiana, will hold their annual meeting for the election of a presi-dent and five directors, and other business, on Tues-day evening, January 10, 1893, at 8 o'clock, sharp. Reports of the year's business will be read. N. S. BYRAM, President. M. V. MCGILLIARD, Secretary.

DAMAGED FURNISHINGS. CLOTHES AND HATS

Still keeps our force guessing each day what time it will get away for lunch, so fast the people come for the bargains offered.

To-day you will have an opportunity to buy Linen Collars at 25 cents per dozen, all sizes and shapes.

Celluloid Collars at 5 cents each. The remainder of the damaged Umbrella stock at 10 cents each.

Manhattan Shirts for \$1 (full dress price, \$1.50 and \$2.)

\$1.50, \$1.25 and \$1 Silk Handkerchiefs at 35 cents.

Silk Mufflers at 50 cents. Cashmere Mufflers, 15 cents.

Hand Embroidered Initial Cambric Handkerchiefs, 10 cents.

Kid Gloves, 50 cents.

\$1. 75-cent and 50-cent Neckwear at 25 cents.

\$2.25 Underwear for \$1; \$1.50 and \$1.25 Underwear for 63 cents; 50-cent Underwear for 25 cents.

Smoking Jackets for \$2, and some Mackintoshes as low as \$1.

Clothing and Hats all reduced on account of smoke damage.

OPEN UNTIL 10:30 TO-NIGHT

SURGICAL INSTRUMENTS.

IMPORTERS and JOBBERS

(Wholesale Exclusively.)

"Murphy, Hibben & Co. paid duties to the amount of \$1,016.15 on direct Gumbert Bros., \$20,000; Smith & Butter-field, \$20,000. The insurance is about two-thirds. Several adjoining buildings were shipments of linen goods."—Sentinel, Dec. 17.

BOVE comprises advance shipments Table Linen and Crashes from two of the largest manufacturers in Ireland; several Patterns Crashes to our own order. The attention of the trade is asked to the reliable character of the goods and the very low quotations.

> We are in daily receipt advance shipments early Spring Linens, White Goods, Laces, Embroideries, Lace Curtains, Dress Goods, etc., etc.

Stocks Complete in all Departments. Lowest Prices Always a Certainty.

SMOKE THE OLD YEAR OUT

THE NEW YEAR IN.

RED CLOVER CIGAR

A sweet solace and sovereign cure for the blues.

FIVE CENTS—Sold by all first-class dealers.

THE M°ELWAINE-RICHARDS CO.

Successors to J. B. McElwaine & Co. and Geo. A. RICHARDS. WROUGHT-IRON PIPE. GAS, STEAM AND WATER GOODS.

TELEPHONE 753. 62 and 64 WEST MARYLAND ST. ASK YOUR GROCER FOR COLUMBIA FLOUR

ACME MILLS, West Washington street.

The Weekly Journal. \$1 Per Annum ASK YOUR GROCER FOR

Fracture Splints, Special Trusses, Crutches, Elastic Hosiery, Deformity Braces and Surgical Appliances of every kind. The largest stock of ARTIFICIAL EYES in the State. WM. H. ARMSTR ONG & CO 77 South Illinois Street.

EVANSVILLE SUFFERS BY FIRE. Loss of \$85,000, Divided Between Three

Firms-Three Firemen Injured. EVANSVILLE, Ind., Dec. 30.-Fire this morning destroyed the business block occupied by the G. W. Warren, music-house, Gumbert Bros., jewelers, and Smith & Butterfield, stationers. The losses were: Building, \$25,000; G. W. Warren, \$20,000; caught under a falling wall and injured Other Fires.

PEORIA, Ill., Dec. 30.—The Enterprise distillery went up in smoke this morning. This was one of the distilleries recently fitted up by the trust, and had only been in active operation about two weeks. It was originally built by Edward Spellman and James Doheny, of this city, who sold it to the trust for \$100,000. It was the building in which Spellman lost his life. This is the third time it has been de-

Sheboygan, Wis., Dec. 30.—An over-heated stove caused a small fire at the County Insane Asylum, at 3 o'clock this morning, in which Chester Carver, the night watchman, aged sixty, was suffocated. Supt. A. J. Whiffen was seriously burned in endeavoring to save Carver.

FREEPORT, Ill., Dec. 30.—Fire this morning destroyed Seely & Reed's dry-goods store. The firm carried a stock worth \$60,-

Corbett Wants a \$75,000 Purse. NEW YORK, Dec. 30. -It transpires that Corbett's manager, Brady, and a representative of the Crescent City Athletic Club met in Broadway last night, and the

000. Little was saved. They were half in-

"Will you sign now?" asked the New Orleans match-maker. "No. sir: we will wait awhile," said Brady, as they parted.

Bondsmen Finally Settled. Special to the Indianapolis Journal.

DECATUR, Itl., Dec. 30 .- The famous cases of Mason county against W. W. Foster, exsheriff, which have been in all the courts of Illinois for several years, have been settled by the bondsmen, James Freeman, M. P. Murphy, James Keefe and B. Z. Taylor, paying the whole amount of liability, which was \$1.684. The county sued Foster on his bond for \$16,000.

Bailey Watson's Close Call,

Special to the Inquanapolis Journal. CASEY, Ill., Dec. 30 .- No. 1 extra Westbound passenger train last evening, when nearing Vevay Park, demolished a onehorse wagon from under Bailey Watson, throwing the occupant twenty feet in the air. No bones were broken, but he received a dangerous injury to the spinal column.

After Six Days of Suspense the Big Cunarder Steams Into New York Bay.

Sighted Off Fire Island at Midnight Speeding Towards the Hook at a Rate that Indicated She Was in Racing Trim Again.

Arrived at Quarantine at 3:30 This Morning, After Fourteen Days at Sea.

Anxiety of Thousands of Friends and Relatives of the Passengers Relieved by the News of the Steamer's Safe Arrival.

Story of Captain Duck, of the Manhansett, Who Saw the Umbria Monday.

She Was Then Tossing About on the Waves, but Was Repairing Her Machinery and Refused to Accept Proffered Assistance.

ARRIVAL OF THE UMBRIA.

The Long-Overdue Cunarder Reaches the Port of New York in Safety. NEW YORK, Dec. 31., 3 A. M .- "Umbria" was the name of the signal lights of a big two-funneled, three-masted steamer flashed to the tower on Fire island at midnight last night. It was, indeed, the long-overdue Cunarder vessel. The operator in the tower lost no time in sending the good

The operator took another look through

the glass at the steamship. There was no mistaking the big black bull and clean outlines of the Cuuard racer. There she was defined in the clear moonlight. Smoke was rolling from her enormous red funnels and it was plain that Captain McKay had carried his point in bringing the Umbria into port under her own steam. She was steaming directly for Sandy Hook, leaving a long white wake as her screw drove her on towards her destination. Through the operator's giass officers could be seen on her bridge, and everything seemed to be proceeding as usual on board the vessel. Passengers could also be seen moving about, though they were not numerous, and the majority of the weary voyagers were probably safe in bed asleep. That their sleep was sweet, after the hours of tossing in the open sea, may be safely believed. At the speed she was traveling, the Umbria was due at Quarantine at about 3:30 o'clock this morning. The Umbria's agent, Mr. Brown, hurried down to the mail steamer Pulver, which left the Cunard dock in North river at 2 o'clock to meet the Umoris at Quarantine and take off her mails. Though most of the grave fears for her safety had been dispelled by the good reports of her which were brought in by the Galileo on Thursday, and the Manhansett yesterday, there was still considerable anxiety everywhere, for it was unpleasant, to say the least, to have the great passenger ship disabled far out at sea in the furious gales which have been reigning on the Atlantic ocean lately. There were grave fears that in her disabled condition she might not be able to outride the heavy sea. The joyous news last midnight dispelled all fears, and brought joy to the thousands of friends and relatives of the passengers and

crew, and to her owners as well. The Umbria has had a most exciting and hazardous trip. She sailed from Liverpool Dec. 17, and left Queenstown Dec. 18, at 2 P. M. She was due here last Sunday morning, but owing to the bad weather she was not expected till late at night. No great anxiety was felt till Tuesday. On Wednesday the anxiety changed to siarm. On Thursday came the news that the Galileo had sighted her, and yesterday the Manbansett and Ocean both reported her. The Umbria is commanded by Capt. Horatio McKay, and has a crew of 225 men. She has on board 130 first cabin, 125 second cabin and 120 steerage passengers. Among the passengers are a number of prominent people. With something definite to base calculations the feeling in this city about the Umbria was a great deal more comfortable yesterday than it has been, and her arrival this morning was not unexpected.

TALKED WITH THE UMBRIA.

Captain Duck, of the Steamer Manhansett, Signaled the Disabled Cunarder. NEW YORK, Dec. 30 .- Captain Duck, of the Manhansett, which arrived from Bristol to-day, reports that on Dec. 26, at 1:30 o'clock P. M., in latitude 42:50, longitude CLEVELAND, Dec. 30.—Fire in the works of the Cleveland Gas-tixture Manufacturing Company, this morning, did \$20,000 damage; insured. All the employes escaped injury, but two girls were carried down the fire escape in a fainting condition. 25, the Umbria was in latitude 42:52, longitude 58:55, a position further west than where she was seen by the Manhansett.

It was about 2 o'clock in the afternoon of Dec. 26, the day after Christmas, that the steamship Manhausett, out eleven days from Swansea, with a general cargo, bound for New York, and pounding along in a heavy gale with the wind kicking up Club met in Broadway last night, and the Southerner inquired how large a purse Corbett would fight Mitchell for. 'For as much as he can get," replied Brady.

"Well, the Coney Island Athletic Club has recently offered \$50,000 for the contest, and I suppose if we want it we will have to bid \$55,000," said the Crescent City man.

"Well, you might have to go a few pegs higher. Corbett wants a seventy-five-thousand-dollar purse."

"Will you sign pow?" asked the New mean sea, first sighted the disabled steam-ship Umbria, laboring in the trough of the sea, rising and falling, ploughing under walls of foam, drifting before the heavy gale. The first mate was in charge of the Manhansett at the time and the seaman's eye, used to all sorts of weather, hardened to the scenes of disaster and privation of the sea, made out that all was vation of the sea, made out that all was not well with the black hulk lying silently over against the leadened sky.

The vessel lay to the north of the Manhansett, about five miles out of her course.

but in a moment it was call "all hands. and the bells in the rooms of all the other officers jingled in a moment. Captain Duck and Second Mate Ellis were on deck immediately. Their eyes were at the glass, and they, too, decided that all was not well with the yessel, which now began to grow larger and to come nearer as the helm of the Manhansett was put down, and the steamship swung her nose around to the south. The vessel in the distance lay black and lonely. No friendly long banner of smoke came rushing from her smoke-stack. All looked forlorn and bleak, deserted and

The Manhansett, with some of the north-west gale that was at the time blowing for all it was worth, went hurrying over the five-mile course at a break-neck speed. Soon the Manhansett came near enough to her to make out her name and to see those on board. The men on the Manhansett saw that she was the Umbria, and that she was undoubtedly under the weather. She NEW YORK, Dec. did not look badly hurt, however. She land, from Antwerp.

had no holes in her sides, no masts gone, no flapping sails hanging in shreds, no in-jury to her rudder. There was no list to her, and she looked, just as it was after-ward learned to be true, merely laying to to make repairs.

A TALK WITH SIGNALS. The Cunarder had no signals of distress set, and she carried no sail. She had three sea anchors out over her bow, and she was doing her best to keep her nose up to the wind. She was straight up and down in the water; all things considered, she was doing well. The sea anchors, which are great heavy affairs, tied to many huncreds of yards of rope, dragged along in the water and kept her nose up. She drifted a little with the gale, but not much. She did not look badly off when the Manhansett came up close to her. She had some ice on her, and there were salt crystals on her smokestack, but that seemed quite natural, for it had been blowing and the storm had been very bad for some days.

The captain and the second mate got out the signal book, and with the gale blowing nastly, the two steamships—the big Cunarder, which could easily have placed the little Manhansett aft her smoke-stacks, began to talk to each other.

"Who are you!" asked the little fellow.

The big one told him and said he was out from Liverpool for New York. The big one, before he could tell him anything further, insisted on knowing who he was and what the water; all things considered, she was

before he could tell him anything further, insisted on knowing who he was and what his business was. Then the Cunarder hoisted the signal, which, according to the book, meant "snaft." The Manhausett showed an answering pennant to let him know he was understood, and then hoisted "undergoing." The Manhausett signaled she understood, and the Umbria remarked "repairs." Then the Cunarder signaled, "Ready to-morrow." The Manhausett asked if any assistance was required, and the Cunarder replied, "No. Report me to my owners." The Manhausett bade farewell to the disabled giant, the passengers waved their handkerchiefs gloomily, and the smaller steamship left the Cunarder toiling with the sea. At that time the Cunarder was about 765 miles east of Sandy Hook, so that she had drifted considerably before the northwest gale that was blowbefore the northwest gale that was blow-

Hardly had the Manhansett left the Cu-narder before a steamship with three masts and a single smoke-stack, red, with a black top, came along bound east. Mates Ellis and Breen, of the Manhansett, said they thought this vessel to be a Cunarder, bound from Boston to Liverpool. She looked very much like a Cunarder, but it is thought she might have been one of Saturday's vessels from this port. Capt. Duck thinks she was a Cunarder. The vessel talked with the disabled steamship for some time and then went on. It has, therefore, from these interviews, been concluded that the Umbria was not badly damaged, and that she did not break her main shaft because had she done so, she could hardly have assured the Manhansett that she would be ready to proceed in a day.

CAPTAIN DUCK'S STORY. Captain Duck came directly from the dock, in Jersey City, after the Manhansett tied up. to the New York Shipping Company's offices, in the Produce Exchange Building. Atter telling the story of the voyage, which was boisterous all the way over, he went to the office of the Cunard line to tell the reassuring news to the American agents of the line, and this is the way the Captain told his story: "The weather was very hazy at the time, and it was not possible to see any distance ahead. We were within two miles of the Umbria before we caught sight of her. I had to alter my course about two points in order to pass by her near enough to signal. It was necessary to be very careful as the sea was heavy. The Umbria was lying to with three sea-anchors out to keep her well into the wind. She was drifting with the with three sea-anchors out to keep her well into the wind. She was drifting with the sea, and, on that account, resting quite easily. No canvas was up. The three sea anchors out were in the form of a triangle made on three large spars lashed together and let out from the steamship by means of a heavy chain cable. I should judge from appearances that the steamship was drifting to the eastward at about the rate of a mile an hour. Though the sea was very heavy many of the passengers could be seen on deck, well muffled up to protect them from the severe cold. I spoke the ship and asked if any assistance was needed ship and asked if any assistance was needed and I was told that none was needed. The shaft was being repaired and it was expected that the work would be completed by the next day [Tuesday.] I remained by the Umbria from 1:30 to 3:30 o'clock P. M. Shortly after leaving her I passed a Cunard steamship from Boston, bound east. She would pass directly by the spot where I

eaw her sister ship.
"I only wish the captain of the Cunarder had let me get a cable hold of her!" ex-claimed Captain Duck, regretfully, with visions \$75,000 salvage dancing before his eyes. "I should think that she ought to be here some time to-morrow if all goes well, and the repairs were completed as expectand the repairs were completed as expected. She would probably go shead then at about half speed. She would hardly risk full speed after the recent break and temporary repairs to her shaft."

Cunard agent Vernon H. Brown said this afternoon, in speaking of the fate of Umbria: "I cannot find words strong enough with which to praise the course of action taken by Captain McKay. I know that there has been some criticiam because of his refusal to accept all profered aid.

of his refusal to accept all proffered aid, but I consider that in so doing he has shown himself to be a man of great discretion and judgment. He certainly showed wonderful sagacity in declining all the assistance that was offered to him. Suppose, for instance, that he had accepted assistance from either the Moravia or Manhansett; suppose, also, that either of these vessels had the Umbria in tow and the gale, which had been blowing from the northwest for the past week had shifted to the east, it would not have been anything unusual if the tow-hawser had parted. In that case what could the Umbria do to save herself? Her machinery would be disabled. She would be on a lee shore in a gale of wind, and nothing could save her from destruction and her passengers from death. Instead of that, however, Captain McKay refuses assistance, lies to eight hundred miles from shore, where he can drift and drift without getting into danger and repair his machinery so that when he does near the shore he will have his ship under control. That is what I consider good sea-manship. The Umbria now has the whole Atlantic to drift in, and if the storm gets too strong for her she can take in her sea anchors, which serve to keep her head to the wind, hoist sail, turn her stern to the wind and run before the storm. I am now thoroughly convinced that the Umbria is all right and will come in within a short time. Captain McKay has shown himself to be a man of great caution and ability, and I know that in his hands the Umbria

and all on board her are perfectly safe."

The Dutch tank-steamship Ocean, Capt.
Cassen, from Amsterdam, which arrived this morning, reports that on Dec. 26, at noon, in latitude 42° 39′, longitude 57° 53, she passed a steamship which was hove to, apparently the Cunard steamship Umbria. It was blowing a furious gale from the west at the time. The steamship showed no flags of distress.

Quite a fleet of steamships arrived at this port last night and this morning. Each arrival was scanned with great interest, in the hopes that it might have the overdue Umbria in tow. Chief among these was the steamship Lahn, of the North German Lloyd line. She passed about six miles north of the spot where the Cunarder was seen on Christmas eve. It was not, therefore, considered remarkable that she did not see the missing steamship. The Labn had a very tempestuous voyage. She passed on the way the dreaded Sabe island.

Other arrivals reported early were the Chicago City, from Bristol, of the Bristol City line, and the Lepanto, of the Wilson line, from Hull. The last-named was twenty-two days out and nearly a week overdue. There was also the Regina, the Carmarthenshire and the Ocean. As all these steamships came over the course taken by the Umbria, great hopes were felt that some one of these would have a story to tell about her, or perhaps cover itself with glory by having the big boat in tow. The latter idea was dispelled as soon

as the vessels were reported. Movements of Steamers. Lewes, Del., Dec. 30.—Passed: Indiana, from Liverpool, for Philadelphia. ANTWERP, Dec. 30.—Arrived: baven, from New York.

NEW YORK, Dec. 30.-Arrived: Rhine-

WILL MAKE AN EARLY START

The Political Ball of 1896 to Be Set Rolling Soon by Republican Managers.

Special Bession of the National Committee to Be Hold at New York in January for the Purpose of Laying Out Plans.

Cleveland Refuses to Withdraw His Oy position to Murphy's Candidacy.

Ex-Mayor Grace Says the President-Elect Wants a New York City Man in the Senate, and then Proceeds to Boom Mr. Coudert.

THE EARLY BIRD GETS THE WORM. Republicans Will Begin at Once the Campaign of 1896-Plans Proposed. Special to the Indianapolis Journal.

Washington, Dec. 30.—Chairman Carter will call together the Republican committee for a special session, in New York, early in January. Mr. Carter has been somewhat opposed to taking this action on account of the great expense and time involved in bringing together the members of the committee from all over the United States, bus he has been persuaded that an early meeting of the committee will be for the best interest of the party. It is understood that the advice of Senator Quay had not a little to do with Mr. Carter's decision. It is the intention of the Republican managers to begin at once the campaign of 1896. It is to begin that movement in an organized and systematic fashion that the national committee will be called together. The first question that will confront the committee will be as to its own organization. There has been some discussion which was precipitated by Vice-chairman M. H. DeYoung, of California, as to who really is the chairman of the national committee. Mr. Campbell, of Illinois, was regularly elected to that position, but his resignation was accepted by the executive committee and Mr. Carter was unanimously shosen to succeed him. This executive committee was empowered at the last meeting of the full national committee to take charge of the campaign. That somewhat indefinite commission makes it a matter of uncertainty as to whether the executive committee had the power to select a successor to Mr. Campbell, and it is also a question whether the executive committee, the campaign being over, is even now in existence. There will be no serious disagreement over this question, and its discussion will amicably end in the election of a chairman, who may or not be the present chairman, Mr. Carter. The position of chairman of the Repub-lican national committee is usually noth-

ing but a name during the four years which elapse between presidential campaigns. Now, however, it is expected that at the

coming meeting of the national committee

the position of chairman will be made one

of importance and activity, not merely

after the next national convention, but during every month, and week, and day of the period between now and then. In fact, it is to bring this about that will be the main purpose for calling the national committee together at this time. The campaign of 1896 will begin, if the advice of ex-Chairman Quay and many others is fol-lowed, in 1893. A proposition will be sub-mitted to the national committee to establish permanent headquarters either in New York or Washington. Perhaps Chicago may also be an aspirant for these permanent headquarters, but the principal contest will be between Washington and New York. This probability will make the most spirited fight in the meeting of the committee. Many members of the national committee do not wish to see these headquarters in New York city, because they fear that its management would fall under certain local influences: those which were certain local influences; those which were recognized as detrimental throughout the recent campaign. There is almost an angry opposition among members of the committee to the suggestion that the permanent headquarters be placed in charge of Mr. John Milholland, who is not known to party leaders outside of New York. Members of the national committee who visited Chairman Carter's headquarters during the recent campaign were more than once offended by local influences which seemed to control Mr. Carter's sur-roundings, and are likely to protest against any renewal of them. It is therefore probable that the proposed permanent head-quarters wil not be located by the commit-tee in New York city. The committee at this time has under lease a commodious house in Washington, formerly occupied by the United Service Club. It is possible hat this may be engaged by tee for the next three years. The building was used during the recent campaign for the distribution of Republican literature.
The establishment of permanent headquarters will lead to unusual interest in the election of the officers of the committee. It is understood that Chairman Carter is not averse to continuing in his position, but it is equally well understood that he will not be an aggressive condidate if any serious opposition to his re-election is manifested. Two other names—those of J. S. Clarkson, of lowa, and Mr. Manley, of Maine, have suggested themselves to many members of the committee as desirable successors to Mr. Carter. Neither Mr. Clark-son nor Mr. Manley will be avowed candidates for the chairmanship, but it is thought probable that one or the other will be chosen. The office of secretary of the executive committee has been resigned by Mr. McComas, of Maryland, who has been appointed by President Harrison to the Supreme Bench of the District of Columbia. The national committee at its meeting way create a new evectee, at its meeting, may create a new exec-utive committee, which could be readily called together to decide any question which might arise as to the conduct of the permanent headquarters. It will be necessary for either the national committee or for this new executive committee to select some person to take the place of Secretary McComas in assisting the new chairman in the direction of the three years' campaign and the management of the permanent headquarters. It has been suggested that the younger element of the party would receive deserved recognition by the election of Mr. James F. Burke, the president of the College League of Republican Clubs,

to the position. CLEVELAND IS FIRM,

He Refuses to Withdraw His Opposition to Murphy for the Senate,

NEW YORK, Dec. 30 .- Notwithstanding the strong pressure brought to bear on Mr. Cleveland in the hope of getting him to withdraw his opposition to Mr. Murphy. he was as opposed to him as ever to-day. Mr. Cleveland said to-day: "While opposed to Mr. Murphy, I am not in favor of any one. It is too early yet. As Democrats and good citizens we should be very careful at this juncture whom we select as the Senator from New York. The Herald

On the surface there are no signs that the supporters of Edward Murphy, jr., for United States Senator, have been made to hesitate by the public protest of Mr. Cleveland. Hill, Sheehan, Croker and Murphy, stand 1.rm. Bourke Cockran also stands firm. Efforts have been made to induce him to announce himself as a made to induce him to announce himself as a candidate. He will not say a word to encourage the opposition to Murphy. The efforts of the men opposed to Murphy to induce Cockran to break with Croker and the machine was prompted by the fact that when Murphy was selected as the caudidate Cockran was disappointed. It is not believed Mr. Cockran will allow his name to be used in the caudius. But the most interesting thing is that Mr. Whitney as yet stands firm. Mr. Whitney's position in favor of Murphy has been stated fully in the Herald. His attitude has been known to be that he believed Murphy was entitled to the office, and